

# The Weekly Mail

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# The Brandon Mail.

VOL. 3.

THURSDAY, AUGUST 19, 1886.

NO. 33

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THURSDAY, AUGUST 19, 1886.

### A PARODY.

The local Grit print is never satisfied unless it is over its ears in argument, it cannot explain. In its last issue, it gives seven ponderous reasons why the Conservatives of this province should vote against Conservative candidates, and the list was concluded by an eloquent peroration on Grit perfection. It first took another twist at the coal shed, as if that ought to settle the question. Now, for the Grit print's education, we may say that no one but a natural born ass attempts to defend Mr. Norquay in that transaction. That he took the money, \$1,000, and not to assist the coal company, but to pay his own endorsement to the bank, no one can deny; and that he willfully lied about it afterwards, when he said the second coal company made the amount good, to the government is proven by his own affidavit before the Royal commission, when he acknowledged he himself returned the amount after the public accounts committee unearthed the transaction. But does even this furnish a reason why Conservatives should stultify their past record, support a varnished Conservative leader, one who has robbed the public treasury in taking sessional allowances he never earned, and sold his party for a seat in the House of Commons, at the hands of the Grits? We believe the Conservatives, as a body, have resolved on riding the Local Government of its impurities, and this can never be done by substituting Greenway for Norquay—disgrace can never be cured by taking a heavy dose of arsenic.

A very unopinionated attempt is made to show that the effort of the Grit party, is not to impair the standing of the Ottawa government in the country. It is felt that it is not safe for a fledgling to undertake too long a flight at once—the idea is to wedge in little by little, and hope for ultimate success in the end. If, then, the idea is not to impair the standing of the Federal government, what is the argument for dragging in a consideration of the tariff, a purely federal question, and one the Local government has no more power or right to deal with, than has the man in the moon, as we showed conclusively two weeks ago, in assertions made by Sir Richard Cartwright himself? If the idea is not to cripple the Federal government in the coming Federal contest, why, we ask again, is the question of disallowance—another purely Dominion issue dragged into the bloody arena? If the Grits want to remain cobblers let them stick to their last; they never can perfect the business by resorting to backwaters. The point next refers to some of Mr. Norquay's vapouring about the public lands, as if the peculiar attitude of gentlemen, should alone mould sentiment and judgment for the Conservative party. That the Dominion government, because the full owners of those lands, is established in the fact, they got not only the Hudson's Bay Company's title, but that of the Imperial government as well, when they were transferred to the former by royal proclamation of the latter. This to any being of reason continues the point of ownership. If then the Dominion become the rightful owners, why should they be compelled to transfer them to Manitoba, simply to please a handful of Grits? Why should the Merchants' Bank of this city be compelled to hand over all its funds to the merchants of Brandon, simply because the latter feel they would be the better of them. This stand and deliver business, may have done in the days of the old stage coaches, but it will hardly do now. There is nothing in the Federal government should deal with lands it might become possessed of, as the Grits suggest, and certainly there is no precedent for it in the treatment of any of the colonies by the Federal government. As late as 1876, the Imperial government by statute, all ministered the lands of Nova Scotia, two centuries after the province received its own form of Colonial government, and for many a day after the war of 1812, the Imperial government controlled the lands of Upper Canada, and appointed them among U. E. Loyalists, and others who distinguished themselves in the interest of the mother country. If then there is neither statute nor precedent, for the carrying of the provincial Grit press, is it not time they would change their tune?

The point further down says, the issues are those purely within the purview of the Local government, and if so, for the sake of slaughter, bring the prospects of further exhibitions, we trust the print and its dictators will, for the future, confine themselves to them, the coal shed and the asylum site, ought to afford them amusement enough until after the elections are over. Better for the Sun and its centrifugal force, to confine themselves to weapons they can handle. It is, however, in the trail of the serpent we find the sting, the article winding up with: "Let us, at least, make the attempt to secure a competent, efficient, and economical government."

Shades of the masses, hear him, "a competent, efficient, and economical government" under Greenway? Go! If Greenway is so competent and efficient, why did the Grit contingent of Brandon, go to the convention at Winnipeg fully determined to depose the same Greenway from the leadership of the party, and substitute Luxton in his place? This is one of the things the ordinary market cannot understand. Surely the party wanted nothing better than "a competent, efficient and economical," and if Mr. Greenway is all that, was it not the height of absurdity for the local lights, to attempt anything better when they attended that convention. Up to the day it was held, the local Grits used to say, if there was a change in the local next day, Greenway would not be in the cabinet; and now they guarantee him to be the next premier, that they may have economy and all its et ceteras a bound in the land. Verily the foot prints of the "Manitoba Liberal" are difficult to trace on the sand.

We believe it is now definitely settled that the Northwest Central is to go ahead, in the hands of Senator Clemon's company, and that the starting point is to be made at Brandon, if suitable arrangements can be made. An Ottawa paper says that a bonus is to be asked from the city, on account of an expenditure that will have to be made to bridge the river at this point. As we understand it, the C.P.R. is very anxious to have the road commence here, and if that be the case, the company could make arrangements for running powers on the C.P.R. bridge, thus avoiding an outlay, on very reasonable terms. The advantages of commencing at a point like Brandon, independent of money considerations, are so numerous, that business men like the North West Central Co., should see them at a glance. We understand, however, that the municipality of Daly is about to offer the company a considerable sum, if they run diagonally across that municipality, and that offer might be supplemented with one from Brandon, if the company made a fair proposition. No doubt the road will require repair shops similar to those of the M. & N. road, and their location here, would be an object for Brandon, it is to consider. We understand further that this project, by virtue of inheriting certain rights, possessed by the South & Rocky Mountain scheme, has the privilege to cross the C.P.R., and build to the southern boundary, and if this be the case, it would be well for the company, the city council and interested adjacent municipalities, and a deputation from the C.P.R., to consider the matter on a business like basis. No doubt it would be convenient for the C.P.R. to have some connection with its south western branches, from some point as far west as this, and if the Northwest Central could offer that, as a part consideration for bridge crossing privileges, it would not be amiss to consider it. In the meantime it would be well for our local railway committee, to get into communication with the municipalities to the northwest of us, and see what, in the shape of joint inducements, can be offered. No time should be lost in setting to work, either.

The Manitoulin is loud in its prophecies for a "victory for Mr. Norquay in the coming elections;" and if it is not too much for us to ask, we would really like to know whether it, and those who control it, really intend to call Conservative success a triumph for Mr. Norquay, a triumph for Conservative principles, as there is a difference as wide as the tropics between the two. There is no questioning the fact that there are enough Conservatives in every constituency in Manitoba and in the Northwest, to elect a Conservative government, and if the Manitoulin and its inspiring heads want the people to understand that Conservative success in the approaching elections is to be construed into a declaration of satisfaction with Norquayism, the sooner the people know it the better. In point of principle there is really but little difference between Norquay and Greenway as both changed their politics for pelf. There is also administratively speaking but little difference between the politics of both, for at different periods in the past five years, Mr. Norquay has individually supported everything Conservatives did, compelled to denounce in the present Grit platform. This is simply the point: Conservatives know that to turn Norquay out in the coming elections, if he unfortunately for the party and the country, should be retained in the leadership through the contest, means to make a premier of Greenway and to establish in Manitoba Grit rule with all the stains of the trail of the serpent, and this they are not prepared to do. On the other hand to support Conservative candidates is to hasten the day when the government will fall into more consistent hands—into the charge of a class of Conservatives who will have some regard for Conservative principles and consistency. We are very anxious the Manitoulin should clip out this paragraph and preserve it for future reference.

The most venomous serpent in South America cannot put more poison into its fangs, than the Globe writer does into his goose quill when endorsing the N.P. That contributed most towards putting the Grit party into its coffin in 1878, and it is it that is likely to do it there for many a day. Listen to the following from a recent issue: "Even those who believe that the N.P. would increase the price known now that the price of wheat, as the price of all other staples, is determined by supply and demand, and that it is settled in the markets of the countries which import most largely. Nothing that the Parliament of Canada could do could add one cent per bushel to the price of wheat or of any other grain of which we are the exporters." If all parties of Canada and the United States invariably raised wheat for export over and above what they left the local mills grinding, and if shipment were the same from every centre of consumption the Globe's contention would be right in every particular; but when these circumstances vary, the Globe's argument holds as little as a rope of sand. We believe we are safe in saying there are \$2,000,000 invested in flour mills in Ontario, and to have these idle any length of time means a great loss of capital. When then the Ontario wheat yield is short, the mills must purchase elsewhere to keep their mills going. For the past three years the average price of wheat in Dakota has been considerably lower than that of Manitoba, as all intelligent Manitouliners can testify, then it requires no philosophy to explain, since people are found to buy in the cheapest market, the Ontario mills would buy the Dakota instead of the Manitoba wheat. But, for the Canadian protection of 15 cts. per bushel, the Globe may not understand this but we guarantee all sensible Manitouliners do.

The Grit party are a curious lot of customers in opposition, view them in any light you wish. When the C.P.R. contract was before the Canadian parliament they fully approved of its provisions in every particular, and one of the proprietors of the Free Press has been known to say, it was the very thing that was to be the making up of this country, and for the once he was right. The same Grit party is now as lustily clamoring for the Hudson Bay Railway, and a line of steamers to cross the ocean—yes, give them both at any terms at all, and they could go to their graves contented. Supposing now it was stipulated, that the one branch of the Hudson Bay, that from Winnipeg was to be built, and that but one line of steamers was to be operated in connection with the road, the Free Press would shout, "Go in and complete the route on that basis." In a few years, however, you would see the Grits break out afresh, and declare "we told you so—we always discouraged a monopoly." Their policy is ever to appear satisfied with anything that serves for the time, and afterwards avenge itself no matter what injury the change may be to the second party to the contract. It is a pity the interests of the country will not always allow them to have hope enough of their own manufacture.

Mr. Norquay's jumping jack near the stable would like to misrepresent Mr. Hanna's position with reference to the West Branch convention, for the purpose of bolstering up the cause of slippery Andrew. What Mr. Hanna does say is this: He knows that Mr. Kirchhofer carried the convention by means that he does not consider calculated to promote the best interests of the party; but, under the circumstances, he cannot be a party to furthering any scheme designed to do injury. He fully believes, however, in having the wishes of the majority met on honorable and above board principles. It is now the duty of the patent law, to make the most it can out of the explanation.

The firming company of Manitoba are now on the tip of expectancy as to the probable price of wheat, and although there is as yet but little known about the peculiarities of the market, we give a few statistics that it may not be amiss to peruse: Since January last, the stock of wheat in the United Kingdom, and destined for that country, has been diminished by about 65,000,000 bushels against 10,000,000 for the same period of 1885. The loss of spring wheat in the Western States is estimated at about 20,000,000. The crop is also light in the United Kingdom, Russia, India, South America and Australia. The surplus wheat of the United States, all told, last year was about 150,000,000 bushels, and this season it does not exceed 90,000,000, a shortage of 60,000,000, averaging up however, the wheat growing world over the shortage, will be perhaps 50,000,000, and this considered with the probabilities or improbabilities of eastern wars will determine the price. On the whole, they should advance in this country, and as the samples are better considering none damaged by frosts the farmers ought to make considerable more out of the same amount of baggage.

In its issue of the 24th ult. the patent backed, scrofulous Norquay in this city went out of its way to prove that Mr. Smith's friends were committing the unpardonable sin of confusing the name of Mr. Geo. Winters with that of the alleged misdoer, Mr. Wm. Winters, and affirming by innuendo that no greater mischief could be offered. In its issue of last week, however, it gives expression to the following choice bit of diplomacy: "Why, gentlemen, even Mr. William Winters, ex-mayor, who sat at the Council Board for two years, with Mr. Geo. Winters, and who says he is going to vote against him speaks of him thus: 'He is a fine fellow and while in the Council was one of the most diligent and painstaking members thereof.' Think of this, gentle reader. It is the greatest outrage possible for the Grits to confuse the name of the Conservative candidate with such a character as the ex-mayor and yet the best this sensitive civic can do is to go to the same alleged misdoer for a certificate of character for the Conservative candidate. For this masterly stroke of discretion what Norquay does not make up in printing. Mr. Geo. Winters ought to make up in applause."

Wm. Wagner, the ubiquitous M.P.P. for Woodlands, now makes his appearance as a John A. Macdonald anti-Norquay candidate, simply because he feels ex-judge Ryan, his opponent, is arranging the government on the awkward horn of the dilemma, and that anti-Norquay takes best with the people. The electors of any constituency ought to fight shy of men of Mr. Wagner's calibre. He has already represented Woodlands four years in the Local House, and as it is only now for the first time, he has fallen in love with "anti-Norquay." He ought to be left quietly at home, though we do not think Mr. Ryan is the best man the electors could find to succeed him. When Dr. Harrison urged a reduction of officials' salaries two years ago, Mr. Wagner opposed him; when Mr. Norquay ran off to Ottawa with the Farmers' Union platform, as a Bill of Rights, for Manitoba, Mr. Wagner wished him God speed, when in fact Mr. Norquay adopted any of those man-others that are bringing the Conservative party into the dust, Mr. Wagner seconded his motion, but now when he seeks a new lease of office he is anti-Norquay. Anti election is the best dose the people of Manitoba can administer to men of Mr. Wagner's stamp.

Mr. Norquay's jumping jack near the stable would like to misrepresent Mr. Hanna's position with reference to the West Branch convention, for the purpose of bolstering up the cause of slippery Andrew. What Mr. Hanna does say is this: He knows that Mr. Kirchhofer carried the convention by means that he does not consider calculated to promote the best interests of the party; but, under the circumstances, he cannot be a party to furthering any scheme designed to do injury. He fully believes, however, in having the wishes of the majority met on honorable and above board principles. It is now the duty of the patent law, to make the most it can out of the explanation.

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## COMMUNICATIONS.

### THE RAILWAY QUESTION.

DEAR SIR,—I note in the last issue of the Mail and the Sun, an account of an interview with Mr. Van Horne re extension of branch railways; I note also how both agree in preparing us for the condition that we have, according to your version of the interview, to be left in—namely, that the railway companies for all time; I note also that your reports do not agree, which certainly causes me to suspect that both are partially colored; I note also in the Sun a pleasing feature of the interview, that Mr. Van Horne did not wish to encourage even the extension of other branch lines and branch railways. I have to say to you, that I have to state, that as far as I have been able to find out, nothing has been decided upon as yet, about the route west from Glenora. Neither have the surveys been finished, as Mr. Stewart, the leading engineer, is coming back to try the crossing at Gregory's mill, before a final decision is come to. In reply to assertions in both papers, that the railway question is only a catch vote affair, I have to say people in the south west of Brandon, who are without railroad conveniences were anxious to have a representative from whatever party he might be elected, whose interests would be theirs in railroad matters. The people of Brandon, if the Mail and the Sun properly represent public opinion, are to a man opposed to it. We have as yet, as far as I can find, no reason to believe that the line will not eventually be extended farther west.

THOMAS NICHOL.

[We give space to Mr. Nichol's letter for the reason we will publish anything of that character, that the public may arrive at the facts as soon as possible. What the wishes of all the residents of Brandon may be as to a railway through Oakland, we cannot say—we only speak for ourselves. As Mr. Nichol must remember, while there was a hope of securing the realization of the project known as the Rock Lake, South Valley and Brandon road, the Mail and its proprietor did all they could, even at considerable expense, to further the enterprise, and we only dropped it when we found its construction out of the question. This does not look as if we were opposed to east Oakland getting a railway. For the same reason there is no ground for saying either the Mail or its editor is opposed to the extension of the colonization road, from Glenora even to Plum Creek, if there were a reasonable chance of getting it. What we are opposed to is, trading on the people's necessities and assuring them such and such a line is to be built, when we are in possession of what we consider indisputable evidence to the contrary. Two months ago we saw a letter from Mr. Stephenson, one of the C. P. R., which stated that branch would be for the present terminated in the neighborhood of Stockholm, and now Mr. Van Horne confirms what that letter said. What Mr. Van Horne did say was substantially that the Colonization road would for the present stop at Glenora, and would eventually be dropped either north or south to the main line or the South Western.

"For the return of emigrants," but that it would never cross the Soons. He also stated that shortly, next spring, he thought, the branch from Brandon to Plum Creek would be built, and that would serve all purposes. He, in reply to a question, said he had told as much to Mr. Kirchhofer, but a day or two before, and that gentleman expressed himself as fully satisfied with the arrangement. We make no comment, but leave the case as we got it. We may say further, it is well understood the company at least are not authorizing the survey across the river. We are just as anxious as anyone else can be, to see the country supplied with railways, and if Mr. Nichol can only put up on some genuine scheme to meet the requirements of east Oakland, we assure him we will really send his efforts to promote it, but we must object to encouraging an bogus enterprise, that must end in the final disappointment of the people. We are ready to give any one who wants them, the names of half a dozen reputable citizens, that will substantiate every word we say as to the statements of Mr. Van Horne.—EDITOR MAIL.

Every Boy Should Have a Trade.

In this country every boy, rich or poor, is the better off for a trade. The lad favored by fortune does not require mechanical knowledge to earn his living of course; but an industrial training may develop in him a genius for invention that would benefit the whole race; and a trade in the hands of a poor boy is a sure means of gaining a living. If all classes are to be reached, therefore, it is hard to see how this can be done without an industrial training department in each school.—New York Tribune.

Pilot Rogers, of the wrecked steamer Cambridge, says: "I knew when we struck just where we were." This reminds one of the Irish pilot who boasted that he knew every rock on the coast, and the ship just then striking one asked, "that's one of 'em."—Portland Transcript.

## UNGUARDED.

They seemed, to those who saw them most, More casual friends of every day. Her smile was unreserved and sweet, But yet it hid the other's name. In some unguarded moment heard, The heart you thought so still and tame Would flutter like a captured bird.—Lord Houghton.

## IN THE ANTE-BELLUM DAYS.

### Old-Time Hospitality of Southern Planters—Social Life in Virginia.

Persons are still alive who saw the prodigal style of living and the reckless hospitality of the planters in those days, when in the Charleston and Sea Island mansions the guests constantly entertained were only outnumbered by the swarms of servants; when it was not incongruous and scarcely ostentatious that the country company, which had the five and five manner of another age, should dine of gold and silver plate, and when all that wealth and luxury could suggest was lavished in a princely magnificence that was almost barbaric in its profusion. The young men were educated in England; the young women were reared like helpless innocents, with a servant for every want and whim; it was a day of elegant accomplishments and deferential manners, but the men gamed like Fox and drank like Sheridan, and the duel was the ordinary arbiter of any difference of opinion or of any point of honor.

The agricultural life of Virginia appeals with scarcely less attraction to the imagination of the novelist. Mr. Thackeray caught the flavor of it in his "Virginians," from an actual study of it in the old houses, when it was becoming a faded memory. The vast estates—principally of the size of a township—slaves attached to each plantation; the hospitality, less costly but as free as that of South Carolina; the land in the hands of a few people, politics and society controlled by a small number of historic families, internarrated until all Virginia of a certain grade were related—all this forms a picture as fond and like and foreign to this age as can be imagined.

The writer recently read the will of a country gentleman of the last century in Virginia, which raises a distinct image of the landed aristocracy of the time. It devised his plantation of 6,000 acres with its slaves, his plantation of 1,500 acres and slaves, his plantation of 1,200 acres and slaves, with other farms and outlying property; it mentioned all the cattle, sheep and hogs, the racing steeds, the several coaches with six horses that drew them (an acknowledgment of the wretched state of the roads), and so on in all the details of a vast domain. All the slaves were called by name, all the farming implements were enumerated and all the homely articles of furniture down to the beds and kitchen utensils. This whole structure of a unique civilization is practically swept away, and with it the peculiar social life it produced.

The family was the fetish. In this highly social caste the estates were entailed to the limit of the law, for one generation, and this entail was commonly religiously renewed by the heir. It was not expected that a widow would remarry, as a rule she did not, and it was almost a matter of course that the will of the husband should make the enjoyment of even the entailed estate dependent upon the non-remarriage of the widow. These prohibitions upon her freedom of choice was not considered singular or cruel in a society whose chief gospel was the preservation of the family name.—Charles Dudley Warner in Princeton Review.

## The Work of the Book Agent.

There is probably no class of workers in the busy life of the commercial mart that has received more abuse, has had more ill-natured flings thrust at it, than the one laboring for the dissemination of knowledge under the title of book solicitors. Even the lightning rod man, the life-insurance agent, or the thousand and one canvassers for this and that patent have escaped the reproachful and opprobrious epithets heaped on the head of a book solicitor, and yet it can truly be said that there are no more active, patient, persevering, and intelligent workers than those catering in this way to the mental feeding of the public. In the business of canvassing one meets all kinds and classes, and that it takes all sorts of people to make a community is a truism most forcibly impressed on the mind of a book solicitor. He will go to one house and on asking to see Mr. or Mrs. So-and-so will be invited in, and on stating his business, will be most courteously received and given time and attention. He will go next door and be made at once to understand that the sooner he departs the better for him, or still a little further on, Mr. or Mrs. So-and-so opens the door for him, and standing on the threshold he states his business, when, with a most courteous, "Excuse me," he finds the door slammed in his face and he is left to moralize on the rudeness of his fellow-beings. Sometimes he will be left standing on the stoop like a beggar while the servant girl goes to see if her master or mistress will receive him, or if he is allowed to stand in the hall the servant casts furtive glances at him as she goes up stairs, fearing he may be a sneak thief in disguise.—Chicago Tribune.

## Every Boy Should Have a Trade.

In this country every boy, rich or poor, is the better off for a trade. The lad favored by fortune does not require mechanical knowledge to earn his living of course; but an industrial training may develop in him a genius for invention that would benefit the whole race; and a trade in the hands of a poor boy is a sure means of gaining a living. If all classes are to be reached, therefore, it is hard to see how this can be done without an industrial training department in each school.—New York Tribune.

Pilot Rogers, of the wrecked steamer Cambridge, says: "I knew when we struck just where we were." This reminds one of the Irish pilot who boasted that he knew every rock on the coast, and the ship just then striking one asked, "that's one of 'em."—Portland Transcript.

## WHAT WE SMOKE AND CHEW.

Not Always Pure Tobacco, but Sometimes Sweetened and Medicated Preparations.

It is rather late in the day to enter a protest against the use of tobacco. Whatever the faculty may say on the point of its injurious qualities, however much the clergy may point out the possibility of its leading to intemperance, the fact remains that a large proportion of the world uses tobacco in some form or other. In spite of all that has been said against it by fervid anti-tobaccoists, pure tobacco is an excellent remedial agent; but it must be absolutely pure. No poisonous decoctions must eat into its substance or change its nature. Used in a proper way, to relieve neuralgic pains, or applied in various affections, under the advice of a skilled physician, it is a valuable medicine.

The adulteration of tobacco, very common both in this country and abroad, arises from two considerations. The pure natural leaf, in its yellow hue, is undoubtedly the finest tobacco in the market. But so many accidents conspire to render the finest leaves scarce that even the natural leaf itself is adulterated. Coarse leaves are bleached by the use of chlorine to the bright yellow color of the natural leaf, and sometimes scid properly diluted, is used to make the little "freckles," which are supposed by connoisseurs to indicate a superior quality of leaf.

But the "natural leaf," somehow, doesn't seem to suit the taste of the average consumer of tobacco. It has a certain degree of sweetness in its piping. To fill this bill and create a special flavor which shall give a kind of identity to a particular brand, and cause it to be eagerly sought for is the object of the manufacturer.

When the hands of steamed leaves are fully dried they are ready for the application of the syrup and honey, which imparts to the chewing tobacco of commerce its sweetness and flavor. The leaves must be as dry as a bone when subjected to this honey bath, for the least dampness will render them soggy with moid in a few hours. This moid is removed one of the adulterations by a clip into diluted muriatic acid, and in too many cases forms part of the salt cake of a better quality. The heat of the mixture causes the pores of the leaf to expand, and the sweet syrup, penetrating every fiber, imparts a pungency. From the vat the dripping bundles are carried out on that roof of the factory and exposed to the sun, for one day's sunshine is worth more than can be told in the manufacture. After this the leaves are taken into a drying room, where the temperature during the day is at 90 degrees. At night the whole power of the furnace is turned on, and the heat is so intense that in the morning the room has to be cooled off before the operators can enter it. When the tobacco has under this powerful heat, become perfectly dry, the adulterator gets in his work.

One factory sprinkles it with New England rum, another uses Jamaica rum, a third moistens it











